

The England which Puritanism created is living yet. . . . The old watchwords yet ring out as clear as in old days.
—M. Emile Hovelacque.

CORRESPONDENCE.
TRADE AFTER THE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—May I try to explain the cause and object of trade and reply briefly to some points raised by your correspondent "Plebia" in your issue of the 2nd inst., and defer the consideration of "How to develop the resources of the Empire while maintaining Free Trade" to another letter?

The life of man, like that of the lower animals, depends upon procuring sufficient material to supply certain wants. And man cannot, any more than the lower animals, create this material. Nature, however, has provided an ample supply for every human need. The earth itself is the natural storehouse from which every individual of the whole animal kingdom obtains sustenance, but obtains it only on one condition—the condition of labour. Nature provides the material, but nature does not provide messengers to follow individuals around and deliver the material just where and when it is wanted. Hence the individual must go to the material and exert sufficient energy to remove it from its natural position, modify it if necessary, and bring it where he wants to use it.

In primitive conditions man, like the lower animals, found on the surface of the earth such materials as enabled him to sustain life and propagate his species. But unlike the lower animals he was not satisfied with what was necessary for mere existence; for man's wants grow as they are supplied. He wants comforts and conveniences without end requiring not only an increased supply but also an ever-increasing variety of material. Even millionaires want more and better things than they have. But however his wants may grow, as he cannot make something out of nothing, he must go to Nature's storehouse, the earth, for his material. And however great his mental development man (in general) cannot avoid the condition of labour. He may, by increased knowledge and improved methods, obtain a greater supply with less exertion; but as material will not deliver itself ready for use where and when he wants it, man himself must go to the material, remove, transport, and modify it as required. This labour of producing it is the natural and real cost of every commodity. This is its cost to the producer. But we are accustomed for purposes of exchange to measure the value of commodities in terms of money and the fundamental fact that labour is the essential factor or agent in production is constantly overlooked or ignored.

Now man does not like labour. It makes him tired and to be very tired is very unpleasant. It is only the craving of unsatisfied desire that impels man to work. Yet Tariff Reformers argue as if man want to be provided with work, when the fact is that all men try to lessen work. It is a fundamental law of human nature that "man seeks to satisfy his desires with the least exertion." This is the reason that impels all men to trade. But it is also the reason why some men steal. Trading and stealing are two different methods of trying to attain the same immediate end—the saving of labour to the individual in procuring commodities. The thief saves his own labour, but the labour saved to him is less than the labour lost to his victim. The gain on one side is less than the loss on the other. From the point of view of society as a body, that is, from the economic point of view, the labour involved in stealing is wasted. Besides, it causes enmity and leads to quarrels which is a further waste of energy. But when two individuals freely exchange goods with each other, each receives from the other something he desires and to produce which would cost him more labour than to replace the thing he gives. The gain of one is not the loss of the other. The gain is mutual. There is a mutual saving of labour which can be utilized to produce an increased supply for growing desires. It takes two to make a bargain, and where each is free to trade or refuse to trade as he pleases no bargain will be made unless each considers himself a gainer by the transaction. And although each is thinking primarily of himself, there is in the natural constitution of things that which under Free Trade makes the action of each beneficial to the other. The Chinese, coolie growing tea for export is bringing comforts to thousands of whom he knows nothing and cares nothing. And such is the case in all production for exchange. Millions of men who never see each other are yet helping each other. Trade is the means by which individuals scattered all over the earth co-operate in producing material to supply each other's wants. The whole tendency of Free Trade is in spite of armies and navies, Kings and Emperors, Czars and Kaisers, and independent national boundaries and geographical divisions, to draw the scattered unenlightened society held together not by penalties of fines, imprisonment, and

death, but by the attraction of common interests and the advantages of mutual support. But to obtain this common interest and mutual support trade must be free—not restricted whether by individuals, cliques, or governments.

Man does not produce commodities just because he is fond of work and then bring them to the market merely to get rid of them. When a man brings goods to the market his object is to get other goods in exchange for them. And he always tries to get as much as possible for what he gives. The more he gets the better are his wants supplied. Yet when we export goods, that is, when we send them into the foreign market, Tariff Reformers argue that the less we receive in exchange for them, that is, the less we receive in imports, the better, and advocate the imposition of all sorts of tariffs for the express purpose of excluding what we are getting back in exchange. Tariff Reformers want to increase exports, i.e., to increase what we send out of the country and reduce imports, i.e., what we receive in return. The Tariff Reform idea seems to be that there is in every country a surplus of commodities which have ceased to be goods and to retain which causes all sorts of evils such as unemployment, low wages, poverty, etc., and trade is a struggle or war between the different peoples to dump their ill upon each other. If they were thinking only of getting rid of their own ill instead of hurting the foreigners it might occur to some of the more brainy advocates of this peculiar doctrine that the difficulty might be got over by dumping these surplus commodities in mid-ocean. The logical conclusion from the Tariff Reform argument is that all the merchant ships of Great Britain should be gathered into her numerous seaports and loaded with coal, iron, cotton and woollen cloth, machinery, tools, and various other products of labour and sent to dump these goods on foreign markets. The ships should then be brought back empty, to be loaded up again and the process continued so that the British working man may be blessed with plenty of hard work. If this argument were honest it would betray very "sloppy" mentality. But it is not honest.

In a free and open market, although each vendor desires the highest price he can obtain for his goods, he must sell them as cheaply as others in order to sell at all and obtain the things that he really desires. But it is only the free competition of vendors that keeps prices down to their proper level. When the competition between the vendors of a particular kind of goods is restricted the price of such goods increases. The more competition is restricted the higher goes the price. This means that the vendors of such goods can draw out of the market more goods of other kinds than they could under Free Trade and open competition. This is the real object of the vendors in restricting competition. Those who desire a monopoly of the British market for the sale of their goods want to exclude foreign competition so that they may be able to charge a higher price for their goods. But those who purchased these goods would have to pay more for them. The gain from protection is like the gain from stealing. The gain on one side is counter-balanced by a greater loss on the other side. Under Free Trade and open competition goods will be produced by those best adapted to their production and in the places where the greatest result can be obtained with the least expenditure of labour. But Protection, by restricting competition, prevents this natural tendency and puts production upon a purely arbitrary and artificial basis—Protection not only causes an artificial inequality in the distribution of goods by enriching some at the expense of others, but it causes a reduction of wealth by producing it at less fertile sources and by less efficient individuals. There is no economic reason for it. It is simply a trick of vendors like that of light weights or short measures to cheat buyers.

Your correspondent "Plebia" considers that Free Trade is best under favourable conditions. But the fact is that Free Trade is that which constitutes the favourable conditions. The people who are free to buy in the world's market are more favourably situated than the people who have not this freedom. "Plebia" also thinks I have a "confused" actual trade with ideal trade. The terms are not very definite. Trade is either free or restricted. If the vendors of goods made in Germany got any unfair advantage in trading with the people of other countries, it could only be because these people were restricted from buying in the world's market. Even then they must have found it better to buy from Germany than to produce for themselves. They found it better to trade with Germany than not to trade at all. But if they did not get as good value from Germany as could be obtained anywhere else, the obvious remedy for the difficulty is to adopt Free Trade.

"Plebia" also refers to the U.S.A. tariff against imported coal. I lived for five years in the Western States several years ago, but I never saw a coal fire during that time. Yet hundreds of British ships which might have brought out cheap coal went there in ballast and the American farmers had to pay enough freight to cover the whole voyage when he sent his wheat to the British market. The proprietor of the coal mines might have gained, but it is safe to say the American public lost more than he gained. When the time for producing coal in the U.S.A. was opportune the tariff was no use. Before that time it was an obstacle.

A tariff on imported dyes would have tended to foster the home production of dyes, but it would have discouraged the cotton and woollen industries.

To my mind the idea of a self-supporting nation is absolutely absurd. A government that followed the idea would impoverish and weaken its own people so that they could not resist attack. If some particular thing is necessary for defence, let the government control its production. Yours respectfully,

A LIBERAL.
Hongkong, August 7th, 1916.

THE POST-BELLUM TRADE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—During the course of the last few days certain articles have appeared in your journal the writers of which refer principally to our fiscal policy as it existed before the war broke out and as to whether the anti-bellum conditions relating to trade are to be maintained in their entirety when peace is once more restored on earth. In other words, is a reformation of the Tariff to take place or is Free Trade, which was brought in by five different instalments between the years 1842 and 1860, to be continued in its present form?

In the words of some ancient historians, who (*inter alia*) wrote letters and epistles, we are told to love our enemies and do good to them who persecute us, but with all due respect to the writers of these things their ideas, which perhaps could have been put into practice in the days when they were written, hardly coincide with public feeling as it exists at the present time, and which has manifested itself with no uncertainty during the last two years.

We have already loved far too long and shown too much good feeling to the subjects of foreign Powers who formerly posed as our friends but are now our bitter enemies, and the time has arrived when the Empire must resent their own people being ousted from their trades by those who have been permitted by the system—now in vogue to compete side by side on equal terms and with equal rights with subjects owing allegiance to the British Imperial throne. Tariff Reform or a new policy of Protection must take the place of what during the last seventy years has been called Free Trade, and there must be a readjustment of our list of duties which will benefit the nation from all points of view. And with Tariff Reform and Protection I couple Colonial Preference. It must not be forgotten that it was under Protection that Britain became great and collared all the markets of the world.

It is quite apparent that the present condition of things cannot continue to go on in the old way. There is a great trade war coming, the ultimatum for which has already been given. What must be considered now, and should have been considered before, is the condition not only of the trading community but the working classes and what will give every industrious man full and constant employment at fair wages. This can only be accomplished by keeping our home markets, increasing our exports, and shutting out foreign competition, and to do this Free Trade as we know it must disappear. It has been responsible for the loss of some of our markets, the starvation and destitution which exists, and the depression in agriculture which is apparent all over the country. England is no longer the factory of the world, as she was in 1842 when Free Trade was adopted by Peel. Conditions have entirely changed, and every one of our industries has now to contend with the keenest foreign competition. It is not much consolation to a destitute and starving British workman to tell him that if he had money he could buy things cheap. Our manufacturers are disappearing and England has become a nation of middlemen and consumers; they are too much hampered by Factory Acts, Merchant Shipping Acts, and other things, and so worried with heavy taxes that they are unable to compete with manufacturers of other countries. Therefore, they must be given Protective Assistance, and they will be given it. The ousting of some of our trades owing to the fact that foreign products have been flooding the home markets is a loss to the country in money and labour. We can produce, manufacture, and sell our own products without foreign trash being dumped on our shores and sold at less than the cost of production. Why should we open our markets to everybody, when every rate and tariff refuses to open theirs to us? Others can compete freely with us, but we, as is obvious, cannot send our manufactures to them at prices which will compete with their local industries. Therefore, our system of Free Trade is beneficial to other countries and should be swept away and Protection given to our own industries in other words, Retaliation. We must penalise their imports, and this is what the Home Government, I think, intend to do. At any rate, they are not going to allow German and Austrian merchants to walk into this Colony or any other Colony, and do exactly as they please. The people should see to this themselves.

There is one other matter which will have to be very seriously considered, and that is, Colonial Preference. We are now together by ties of blood and martial affection—an affection which, I trust, will never be forgotten—and to keep this

(Continued on next column.)

WAR CHARITIES.

KOWLOON GIFTS APPRECIATED.

The following letters of thanks for articles sent by "Our Little Bit" Society, Kowloon, have been received by Lady May:—

Headquarters Delta District,
Savoy Hotel,
Cairo,

May 27th, 1916.
Ever so many thanks for the things you sent: I handed them over to the officer in charge of the Nasrith Hospital and attach his letter. Everything is most useful just now, as we are getting masses of sick and wounded sent back to us from Mesopotamia, and all our hospitals are again overcrowded. This is a large school that we have taken over as a hospital. We had a week of the most awful weather here I have seen for some time. Temperature in the shade 113 degs. F. Then it suddenly got cool again, and now it is like a nice summer at home. With kind regards, Yours sincerely,
P. GORDON HALL.

Military Hospital,
Nasrith School,
Cairo,

May 27th, 1916.
Major Rickett begs to thank the "Little Bit Society" on behalf of Nasrith Military Hospital, Cairo, for the two cases containing clothing, stationery, soap, morphine and dry-ginger which they kindly sent to Colonel Gordon Hall, A.M.S., for the use of the sick and wounded in Cairo. Major Rickett desires to say how much this kind gift has been appreciated and how useful the various articles sent are.

19, General Hospital,
Alexandria,
May 21st, 1916.

I have again to render my sincere thanks for your very welcome consignment of comforts for the patients in this hospital. Everything arrived safely and in perfect order. The dressing gowns and slippers are timely and acceptable for the use of officers who arrived here with little in that way of comfort. We are in full swing again, receiving many sick and wounded from further east. The warm clothing is distributed to the soldier patients to go home with, for after being so long in the East and debilitated, they are sure to feel the change. Will you please convey my thanks to the different work parties who have so kindly contributed? Believe me, Yours faithfully,

GEORGE SCOTT,
Lieut. Colonel R.A.M.C.
c/o 8th General Hospital,
94, Marlborough Mansions,
West Hamstead, N.W.
30th May, 1916.

Another box of garments for the Jackanapes Society arrived last week and I am most grateful to you and all the workers of Our Little Bit Society. The thin pyjamas are specially welcome, and I have already despatched them and the thin socks to France and Salonika. The mittens and other woollies I must keep till colder weather returns, but I have sent the lovely blue mufflers and a blue chest protector up to the Royal Naval Hospital at Invergordon, where the weather is still cold at night. I am sending 6 copies of the March report by post today. You will see in it how much the fur waistcoats were appreciated. I wonder if you remember Sister Williams, who was stationed once in Hongkong? She was so much interested in the Hongkong work. With renewed thanks, Yours very truly,

HORATIA K. EDEN,
Children's Aid Committee,
9, South Moulton Street,
London, W.

28th June, 1916.
Thank you so much for the exceedingly useful parcel of children's clothing which reached us from you yesterday. We are always greatly in need of little dresses and overalls, and those three very charming little babies' bonnets have been much appreciated. It is most kind of you all to continue helping us in this way. And as our "family" is now so enormous we are indeed most grateful. Yours faithfully,

M. DOUGLAS,
Sent to the above by Mrs. McGregor, Fochow, through the courtesy of Messrs. Shewan, Tomes & Co.

Federation together there must be commercial unity, solidarity and reciprocity, and the various portions of the Empire must be more closely bound together by commercial ties. The Colonies are most anxious to meet us in this matter, and after the great help and assistance they have given in this present struggle, and the loyalty they have shown, we should reciprocate and give them all they want and desire. No Preference, no Empire, as the late Mr. Chamberlain said at the Constitutional Club on the evening of the 25th June, 1908, and they were not mere words of the rhetoric, but spoken with mind and foresight and Imperial mind with which he was so greatly endowed.

And if Imperial Colonial Federation is to continue, arrangements must be made within the Empire which will commercially benefit all its parts. The Colonies must allow lower duties on imports of Great Britain than those charged on the goods of other countries, and must allow Colonial produce to enter either free, or at a much lower rate than that charged on competing foreign goods and imports.

And so the three great fiscal questions, Protection, Retaliation and Preference, are so interwoven and bound up together that they cannot well be separated, and all jointly and severally are necessary for the continuation of the Empire as a strong Federated basis and for the amelioration of its subjects, some of whom have been driven out of employment owing to the cheap foreign competition which has been permitted under the antiquated system of so-called Free Trade, and which, I trust, will soon be a thing of the past. *Tempora mutantur, et nos mutamur in illis.*

E. M. TOZER.

Victoria, Hongkong,
4th August, 1916.

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR
SPALDING'S ATHLETIC GOODS.EVERY REQUIREMENT FOR
GOLFERS.WE HAVE JUST RECEIVED A SPLENDID SELECTION OF GOLF CLUBS.
FROM 75 CENTS EACH. GOLF BALLS FROM 75 CENTS EACH.

ARCH-COLONELS

(FLOATING AND HEAVY).

\$1.50 Each.

PATENT COLONELS

\$1.25 Each.

GLORY DIMPLES

\$1.50 Each.

NEW BLACK & WHITES

\$1.25 Each.

MIDGET DIMPLES

\$1.50 Each.

THE "CINCH"

\$1.00 Each.

THE "BOB"

75 Cents Each.

SPALDING "GOLD MEDAL" CLUBS.

DRIVERS AND BRASSIES, IRONS, \$5.50 EACH. \$4.75 EACH.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW, FROM \$4 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS, PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS.

STOCKED IN ALL MODELS.

CADDY BAGS, TEES, GOLF GLOVE, BALL CLEANERS.

CLOCK GOLF, GOLF PAINT, CAPTIVE GOLF.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
Single Fare by Night Steamer	Return	(available also for return by day steamer)	\$6.00
Single Fare by Day Steamer	Return		\$11.00
Single Fare by Day Steamer	Return		\$6.00
Single Fare by Day Steamer	Return		\$9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 5th AUGUST, 1916.
8 a.m. HONAM.
10 p.m. FATSHAN.
8 a.m. HEUNGSHAN.
6 p.m. KINSHAN.

WEDNESDAY, 6th AUGUST, 1916.
8 a.m. HEUNGSHAN.
10 p.m. KINSHAN.
8 a.m. HONAM.
6 p.m. FATSHAN.

HONGKONG-MACAO LINE.

8 a.m. TAIWAN, Tues. 8.00a.
8.8. SUI TAI, Tues. 1.00a.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.00 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th AUGUST, 1916.
The Company's New Steamship "TAISHAN".

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO-CANTON LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 8.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA TEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAILAM, 582 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANDY. These vessels have superior cabins and accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

Drink Wisely
MONTERRAT
Lime-Fruit Juice.
I don't care two straws for any but MONTERRAT Lime Juice.
It's a fine healthy, cooling, and refreshing drink, and keeps me fit in the hot weather.
MONTERRAT is sold by all leading Storekeepers.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (TUESDAY), AND TO-MORROW (WEDNESDAY), the 8th and 9th August, 1916, commencing each day at 2.30 P.M., at "Storncliffe," Garden Road,

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
Teak handstand with bevelled mirror, Tapestry covered drawing room suite, Leather covered armchairs, Music cabinets, Writing table, Bookcases, Ningpo table, Card table, Overmantel, Standard lamp, Bronze and brass vases and ornaments, China-ware, Brass fenders and fire brasses, carpets, Curtains, Electric ceiling fans and fittings, etc., etc.
Teak extension dining table, Sideboard with bevelled mirror, Glass cabinets, Ningpo chairs, Tea tables, American Refrigerator, Dinner and dessert services, Cut-glass, Crystal, Cutlery, etc., etc.
Double brass and iron bedsteads, Double wardrobes with bevelled glass doors, Dressing tables, Marble top washstands, Chests-of-drawers, photographic lamps and gear, etc., etc.

Pantry and Bathroom requisites.
Also
A QUANTITY OF BLACKWOOD-WARE.
Comprising:—
Curio Cabinet, Desk, Sofa, Armchairs, Tables, Flower stands, etc., etc., and
1 Cottage Plan, by C. Bechstein.
1 Gramophone and records.
1 Underwood typewriter.
1 Large marble statue.
1 Set Beehive with accessories.
A QUANTITY OF Plants and Orchids.
On view from 8.30 AM, the 8th August.
Catalogues will be issued.
Terms:—Cash on delivery.

GEORGE P. LAMBERT, Auctioneer.
Hongkong, 8th August, 1916. [977]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On THURSDAY, the 10th August, 1916, commencing at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co.'s Godown, ex ss. "CHIRO MARU,"

A QUANTITY OF COPPER, BRASS AND IRON PIPES, FITTINGS, etc., etc.
Also
3 BRONZE PROPELLERS.
On View Now.
Terms:—Cash on delivery.
GEORGE P. LAMBERT, Auctioneer.
Hongkong, 7th August, 1916. [983]

PUBLIC AUCTIONS.

BY direction of the Liquidators of the DEUTSCH ASIATISCHE BANK, Messrs. HUGHES & HOUGH will sell by Public Auction,

On FRIDAY, the 11th day of August, 1916, at 3 P.M., within the Building No. 7, Queen's Road Central, Victoria, Hongkong, formerly the premises of the Deutsche Asiatische Bank.
The Valuable Office Furniture, Electric Fittings, etc., etc., contained on the Ground Floor and Basement of the said premises.
As follows:—
Four Large Fire-Proof Safes. Combination Cabinet Safes, Large and Small Desks, Bookcases, Teakwood Seats and Stools, Leather-covered Upholstered Desk and Armchairs, Sofa and Settees, 1 Clock, Typewriters, Duplicators, Copying Press, Filing Cabinets, Book Wagon, etc., etc., Ceiling Fans, Electric Brackets, very powerful Electric Ceiling Lights, Reading and Desk Lamps, etc., etc.
(Full Particulars from Catalogue).
On view from FRIDAY, 4th August, until day of sale.
Terms:—Cash.
JOHNSON, STOKES & MASTER, Solicitors for the Liquidators of the DEUTSCH ASIATISCHE BANK, HUGHES & HOUGH, Auctioneers.
Hongkong, 2nd August, 1916. [967]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of CHS. J. GARR & Co., to sell by Public Auction,

On SATURDAY AND MONDAY, the 12th and 14th August, 1916, commencing each day at 10.30 A.M., on their Premises, Alexandra Buildings, Chater Road,
VALUABLE STOCK IN TRADE.

Comprising:—
Gold and Gem Jewellery: English, American and Swiss Watches: Diamonds, Silver and Nickel Watches: Diamonds, Pearls; Marine Chronometers, Liquid Steering Compasses; Log Rotators; Sinks; Thompson Compass Cards; Board of Trade and Standard Mercantile Barometers; Megaphones; Anemometers; T Squares; Set Squares; Curves; Microscopes; Thermometers; Spirit Levels; Surveying Chains and Arrows; Admiralty Charts; Nautical Books; Optical Sundries, etc.
(Full Particulars from Catalogue).
On View from 10th August.
Terms:—Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, 7th August, 1916. [964]

ON SALE:

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session, 1915.

REVISED BY THE MEMBERS.

PRICE \$.

DAILY PRESS OFFICE, HONGKONG, 25th February, 1916.

INTIMATIONS

NOTICE.

WE HAVE received information from Messrs. SUTER, HARTMANN & RAHTJEN'S COMPOSITION CO. LTD., OF LONDON, that their Capital being entirely held by British Subjects, they have, with the Authority of the Board of Trade, adopted their well known Trade Mark as their Trading Title and shall henceforth carry on business as

"THE RED HAND COMPOSITIONS, LIMITED,"

by which name their manufactures will be designated.

The Company will continue as heretofore to be exclusively British controlled and managed, and their Compositions and Paints manufactured at the Factory, Silvertown, London, by British labour.

DODWELL & CO. LTD., Agents.

Hongkong, 5th August, 1916. [982]

HOUSES TO LET

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.

For rent and other particulars apply to—
Care of "Daily Press" Office.
Hongkong, 25th July, 1916. [940]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIST.
[981]

TO LET.

A SMALL GODOWN IN PRINCE'S BUILDING.
For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE LTD.
[985]

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
[918]

TO LET.

"ROCKLANDS," No. 7, Robinson Road.
Apply—
M. J. D. STEPHENS,
18, Bank Buildings.
[900]

TO LET.

A HOUSE, in Observatory Villas, Kowloon.
Apply to—
ARRETOON V. APCAR & Co.,
14, Des Vaux Road.
[811]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD.
[923]

TO LET.

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
RUTER, BROCKELMANN & Co.
[873]

TO LET.

NO. 2, DES VEAUX ROAD CENTRAL, First Floor.
THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, STRAUSS, Cannon Road, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., Ltd.
[415]

TO LET.

OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS, Conduit Road.
Nos. 1 and 2, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[32]

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.
THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three persons at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings.
[974]

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

FROM NEW YORK.

NOTICE TO CONSIGNEES.

THE Steamship

"KAFUE,"
Captain W. Keady, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on THURSDAY, the 10th inst., at 10 A.M.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit issued by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 4th August, 1916. [978]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"
FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th August, 1916. [979]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"PEMBROKESHIRE,"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 11th Aug. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 10th Aug. at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 4th August, 1916. [23]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LAISANG,"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 11th Aug. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 4th August, 1916. [6]

S.S. "ATHOS,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TO-DAY, the 8th Aug. at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th Aug. or they will not be recognized.

All damaged packages will be examined on THURSDAY, the 8th Aug. at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS, Agent.

Hongkong, 1st August, 1916. [2]

INTIMATION

WATSON'S

FINEST OLD

BROWN BRANDY

E QUALITY.



25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

HONGKONG.

TELEPHONE 616.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 8th August, 1916.

THE DISORDERS IN KWANGTUNG.

The opinion which has been held from the outset by the large majority of foreign residents in China that the disorders throughout the country owed their origin to personal ambition and private intrigue rather than to any deep-rooted objection, on the part of the people, to a return to the monarchical system, is confirmed by the chaotic condition of affairs that still prevails in many provinces, and notably in Kwangtung. There is no apparent justification now for any serious political differences, since all the protagonists profess allegiance to the Central Government, which is indisputably "republican." Yet a determined and persistent attempt is being made by General Shum to capture Canton, and General Lung is naturally resisting with all the forces at his disposal. It has, hitherto, been the custom to smile at the highly-coloured accounts of the fighting which have appeared in the vernacular Press, but the present position is altogether too serious to be treated lightly. In the battle of Shek-wi-tong, which commenced a week ago, it is estimated by the British Consul-General that Lung lost 400 men killed and 1,200 wounded, and it is considered probable that the assailants suffered still more severely. An immense amount of material damage has been done and thousands of people have been rendered homeless and destitute. Trade is absolutely at a standstill, and, as the tide of battle ebbs and flows, the lives of European residents on the Shamoen are imperilled. The description of a visit to a hospital for the wounded, which we publish this morning, brings home vividly the horrors of this fratricidal strife entails, and the most lamentable feature is that all this suffering is so purposeless. Mr. JAMIESON, the British Consul-General, characterises as ridiculous the suggestion that it is a political war, and attributes the whole trouble to the aspirations of

ambitious place-seekers. In the meantime the Cantonese are between the "devil and the deep sea," for whichever side emerges victorious they cannot avoid suffering and loss. General SHUM is undoubtedly the more popular of the two leaders, but if his troops are successful it is feared that the City will be given over to loot and pillage. His soldiers, it is said, have not received any pay for two months, and are being encouraged by statements that their wages await them in Canton. If the defensive lines were broken there would unquestionably be a series of wanton excesses, and any roving bands of robbers that might happen to be in the neighbourhood would be sure to profit by the occasion. It has been rumoured, although with what measure of truth is unknown, that Lung has given his men permission to loot and burn the City if he should be assassinated. If his troops are so hard pressed that defeat seems inevitable, it is almost certain that they will wreak their vengeance on the townspeople, with whom they have little in sympathy, while, on the other hand, if they are victorious, it is by no means improbable that they will get beyond control. Neither of the opposing armies is composed of Cantonese, and the residents of that rich and densely-populated City must surely be anathematising the fate which has involved them in such a whirlpool of strife.

In view of the popularity of SHUM, the British Consul-General's "friendliness" towards General Lung, who is regarded with extreme disfavour by many of the Cantonese, has been more than once adversely criticised. The position, however, from an official point of view is very simple. In an interview which he granted to our representative on Saturday, Mr. JAMIESON made a very clear statement of his attitude towards the opposing forces. "I have," he said, "to be on friendly official terms with General Lung because he is the Governor of the Province, and while that is so I cannot accept any other person as Governor." Lung, who has already been given another appointment, has been requested to continue to discharge the duties of his office until his successor arrives. The new Governor, however, is tarrying on the way, and, in the meantime, SHUM is anxious to capture the City in order, it is suggested, that he may be able to dictate terms to Peking.

In some quarters it is even suspected that the design is to federate the southern provinces. The quarrel first started when Lung frustrated his rival's plans during the revolt against the monarchy. Whatever suspicion may have been entertained in those days regarding Lung's sympathy with YUAN SHIH-KAI, there is no apparent excuse for SHUM's hostility at this juncture, and Mr. JAMIESON's estimate of his intentions is probably correct. SHUM, on his part, has more than once promised to retire as soon as the normal situation is restored, and has vigorously repudiated the charges levelled against him. His sincerity, however, is open to question in view of his refusal to consider any offer of mediation or any suggestion of a truce. He declares that he is old and weak and has no desire to remain any longer in Government service when peace and order shall reign again in Kwangtung. Nevertheless, he evidently desires to gain possession of Canton before he discusses with the Government the terms upon which that "retirement" shall be effected.

Sir Robert Bredon, of Peking, after a tour through the Japanese Alps, will go to Nagasaki, where he will meet Lady Bredon. They will spend the next two months at different summer resorts in Japan.

The local office of the Nippon Yusen Kaisha is in receipt of telegraphic advice from the head office at Tokio stating that the s.s. *Atsuta Maru*, which went aground in the Inland Sea, was safely refloated on Sunday morning and that she is proceeding to Nagasaki for dry-docking.

The interment took place at Happy Valley last evening, amid many manifestations of sorrow and regret, of Mr. A. E. W. Durrich, of the Hongkong and China Gas Company. A large gathering awaited the cortege at the Monument, and among those who joined the procession to the cemetery were Major Humphreys, Mr. J. Barr (Acting Manager of the Gas Company), and Messrs. Correy (Secretary), McCubbin (Assistant Engineer), Hunter (Superintendent of the Fittings Department), Muir and J. Borthwick (also of the Gas Company), J. Lennox, W. Budge, A. B. Crewe, F. Reichmann, Crowther Smith, H. Buttice, McEwen, Ellis, and Taylor, D. Tolan, Inspectors Simm and Gordon (Hongkong Police), the Chinese Staff of the Gas Company, and many others. Many beautiful floral tributes were sent, among these being wreaths from each member of the European Staff of the Gas Company; the Kowloon Cricket Club; Kowloon C.C.; Men's Bathing Party; Hongkong C.C.; Victoria Recreation Club; Mr. and Mrs. J. H. Mead; Mr. and Mrs. Charlton; Mr. and Mrs. Thornhill; Mr. G. W. G. Burnett; Mr. J. H. Taggart, etc. The service was conducted by the Rev. T. W. Featherstone.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, July 27th.

POLITICAL STAGNATION.
Political stagnation prevails in Peking. The Government is afraid to do anything lest it provoke the hostility of the extremists assembled in force in Shanghai, and discussions rage over the various appointments yet to be made and the positions to be secured for the patriots who helped to maintain the Republic at no cost to themselves. It is tolerably certain now that Tang Shao Yi will become Premier and that Tuan Chi Jui will be elected Vice-President, but for some reason or other the former delays his departure for the north. Other nominees for Cabinet honours are overcoming their coyness and are either en route to the capital or are preparing to come. Sun Hung Yi was due yesterday in Peking, but he is due to-day from Tientsin and will probably assume his office as Minister of Interior. But, apart from these appointments and the discussions thereabout, nothing practical is being accomplished. This inaction is a real danger to the country, and demonstrates that the late President, with all his shortcomings, was a strong man. Think of what has happened. Tuan Chi Jui, the Premier, selected Chow Tsz Chi Minister of Finance, and President Li Yuan Hung endorsed the appointment. Yet a few weeks later we find them signing a mandate for the arrest and punishment of this gentleman. That is indicative of vacillation on the part of the present Administration. Money is urgently needed to carry on the government, but none is forthcoming. When Chen Chin Tao became Minister of Finance three or four weeks ago there was not a cent in the treasury. Since then nothing has been added. Yet, strange to tell, the Government continues to make shift with nothing. The salaries for last month were not paid. Now it is near the end of another month, and officials will have to be placated. Strenuous efforts are being made to induce the foreign banks to grant advances, but the latter decline to do so until they are assured that the Administration is less liable than it appears to be at present. It looks as if the fear of Parliament and the dread of its obstructive tendencies are responsible for the prevailing listlessness. If so, the worst should soon be known, for Parliament is expected to resume on August 1st.

FINANCIAL.

There is no change in the financial situation since I commented upon it last week, except that the raising of the moratorium seems less imminent than it did then. Beyond Peking the notes of both national banks are circulating freely, but in the capital they do not pass so readily, though, of course, they are a medium of exchange in most business transactions, the belief being general now that they will be redeemed in course of time. The appointment of Mr. S. E. Lucas as assistant manager in the Peking branch of the Bank of China still meets with opposition, and one protest point out that it is inopportune when the Bank is not in a flourishing condition to make such an appointment carrying a salary of \$4,000 a year. The point is also made that it interferes with promotion in the service. But perhaps the fly in the ointment is that a foreign manager would insist upon efficiency and that many of the present staff might consequently be invited to make room for more capable assistants.

QUICK CHANGES.

It is interesting to note that men, a few weeks ago were all powerful in the lands, are now refugees in places beyond the jurisdiction of the Chinese Government. Liang Shih Yi, the power behind the throne, is now rustication in Hongkong, and Chow Tsz Chi has found sanctuary in Tientsin. I am told that when the latter called on Mr. Hioki, the retiring Japanese Minister, at Tientsin he came in a public ricksha—a change from his former style of conveyance in Peking. The stories about the Ministers of Yuan Shih Kai having got away with large sums of money are, I am told on good authority, absolute fabrications. Chu Chi Chien, the former Minister of Interior, was so badly off that he had to receive financial assistance from friends.

TORRID HEAT.

We are now in the second heat of the year, when the heat, according to Chinese reckoning, will reach its zenith. It is not a pleasant prospect, as the thermometer has been recording 99 in this city and three figures in Tientsin. No wonder, being is deadly dull, and there is little activity in government departments, where the summer hours now prevail. Those who are in a position to respond do not linger on the order of their going, but go.

JOURNALISTIC ENTERPRISE.

I am informed that four vernacular papers will make their debut shortly. Most of these will be party organs. Yet the Government is in dire straits for money. There may be also one or two English dailies started fairly soon.

THE NEW JAPANESE MINISTER.

Baron Hayashi is not expected here till the middle of August. He will come alone, as the Baroness is a chronic invalid and cannot travel. His only daughter is married, and his sons are still at college. This means that there will be less entertaining than in Mr. Hioki's time.

THE WAR.

BRITISH MASTER TURKISH ATTACK.

ATTEMPT ON CANAL FRUSTRATED.

RUSSIAN ADVANCE IRRESISTIBLE.

THREE THOUSAND PRISONERS CAPTURED.

BRITISH SUBMARINE BOMBARDS CONSTANTINOPLE.

GERMANY WILLING TO CONCLUDE PEACE.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FURTHER PROGRESS BY BRITISH.

A NIGHT OF SHELLING.

LONDON, August 6th.

General Sir Douglas Haig, in a *communiqué*, says further progress has been made at Highwood.

The enemy all night long shelled various areas on and behind our front between the Ancre and the Somme. He opened a heavy bombardment to the north-east of Arras, being apparently alarmed by one of our patrols.

Otherwise, there is no change in the situation.

ENEMY ATTACKS RESULTLESS

LONDON, August 7th.

General Sir Douglas Haig, in a *communiqué*, states:—West of Pozieres we progressed in the direction of Martinpuich.

The enemy twice attacked the ground we gained north-west of Pozieres. One attack, helped by liquid fire, temporarily forced us back from one of the captured trenches, but later we recovered all, except forty yards. The second attack we repulsed with loss.

There has been considerable activity at Carancry, Loos and St. Eloi. We raided enemy trenches, causing many casualties.

Our artillery, assisted by aeroplanes, destroyed several gun emplacements.

FRENCH AVIATORS ACTIVE.

PARIS, August 6th.

A *communiqué* states:—We extended our gains to the north-west of Thiaumont, repulsing a counter-attack.

Our squadrons dropped numerous bombs in the Comblès region, and on the Noyon, St. Enay, Sedan, Conflans and Metz stations; also on the military establishments of Rambach.

Two German captive balloons on the Soissons front caught fire.

AT VERDUN.

PARIS, August 6th.

A *communiqué* says a French aviator brought down two German machines in the region of Verdun, one falling in the French lines and the other on "No-man's land." Another machine was brought down at Estrees and the aviators captured. The captured machine is of the newest type and is intact.

GERMAN BOMBARDMENT.

PARIS, August 7th.

A *communiqué* states:—The Germans violently bombarded Thiaumont, Eury, Chapière and Chenois.

The infantry did not attack.

ALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

A NEW GAS BOMB.

STRIAN ATTACKS REPULSED.

ROME, August 6th.

A *communiqué* states:—A heavy Austro attack between the Adige and the Per Isonzo and also in the Sugana and Cordevolo valleys was repulsed. The enemy on both sides has been most active.

The Austrians are employing a new type of explosive gas bomb.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

SUEZ CANAL FIGHTING.

BRILLIANT BRITISH SUCCESS.

LONDON, August 6th.

General Murray reports that his forces defeated the enemy with heavy losses at Romani, east of Port Said, on the 4th and 5th inst., capturing 2,500 unarmoured men, including some Germans, as well as four mountain guns and a number of machine guns. Our casualties were not heavy.

The Australian and New Zealand mounted troops displayed steadiness in holding a strong flank attack, and energy and initiative worthy of the highest praise in pursuit.

Monitors firing from Tina Bay assisted materially, while the work of the Flying Corps was excellent.

SUCCESSFUL COUNTER-ATTACK.

Continuing his despatch, General Murray says that on the 4th inst. the enemy frontally attacked the British entrenchments in conjunction with an attack round our southern flank, employing 14,000 men with heavy howitzers.

The frontal attack was unsuccessful, but our mounted troops retired slowly before the flank attack until evening and became involved in the sand dunes late in the evening. Then a counter-attack was made by all arms, which was completely successful.

The pursuit of the retreating enemy was taken up vigorously and still continues.

The Territorials did exceedingly well, especially in manœuvring in heavy sand and despite the great heat.

THE ENEMY'S WATER SUPPLY.

LONDON, August 6th.

Romani, mentioned in General Murray's despatch, is eighteen miles east of the Canal. Reuter states that the wells near the canal are all in our hands, therefore the enemy must bring every drop of water to Romani from Angharatina, ten miles distant. Moreover, water can only be transported by slow pack camels.

The number of the enemy is reassuring, for unquestionably 14,000 men cannot invade Egypt in face of General Murray's powerful army. Probably there are 1,000 to 2,000 Austro-German infantry, besides a large number of Bedouin Horse, with the Turks.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIAN ADVANCE FROM BRODY.

ANOTHER HAUL OF PRISONERS.

LONDON, August 6th.

A Petrograd message states that to the south of Brody the Russians have overcome the enemy's resistance. On the left bank of the Grabenka and the Sereth a number of villages were captured and over 3,000 prisoners.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH SUBMARINE AT CONSTANTINOPLE.

TWO LARGE STEAMERS TORPEDOED.

LONDON, August 6th.

The *New Free Press* reports that a British submarine suddenly appeared in the harbour of Constantinople and torpedoed two large steamers and bombarded the suburbs.

BRITISH MINE-SWEEPER SUNK.

FIVE OF CREW MISSING.

LONDON, August 6th.

The Admiralty announces that the auxiliary mine-sweeper *Clacton* was torpedoed and sunk in the Levant on the 3rd inst. Two engineer officers and three men are missing. An Assistant Paymaster and four stokers were slightly wounded.

STEAMERS SUNK.

LONDON, August 7th.

It is reported at Copenhagen that the Wilson liner *Aaro* has been torpedoed. Another Danish steamer has been sunk. The steamer *Mount Coniston* has been sunk.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE RUSSO-JAPANESE ALLIANCE.

IMPOSING DEMONSTRATION AT TOKYO.

TOKYO, August 6th.

At an imposing demonstration members of Parliament and other prominent men endorsed the Russo-Japanese Alliance, assuring their unswerving loyalty to the Anglo-Japanese Alliance, which is the main pillar in the international situation.

The demonstration endorsed the view that Germany is the enemy of civilisation, and that Japan's entire sympathy will remain with the Allies, to whom she will give her fullest support.

MORE PEACE TALK.

DANISH SOCIALISTS' DECLARATION.

COPENHAGEN, August 6th.

Danish Socialists who have returned from a tour in Germany declare that everybody is praying for peace, that the German Socialists regard the restoration of Belgium as a matter of course, and that Germany is willing to conclude peace without annexations, provided her political and economic independence is guaranteed.

LORD-LIEUTENANT OF IRELAND.

LONDON, August 7th.

It is officially announced that Lord Wimbourne has been re-appointed Lord-Lieutenant of Ireland.

BERR HARDEN'S WARNING.

LONDON, August 7th.

The German publicist, Herr Harden, has published an article on the second year of the war, which is a remarkable revelation of chastened mood. He pessimistically warns readers that Germany is fighting for her life. A period of untold suffering lies ahead, and nothing can be hoped for until the favour of Heaven or accident smashes England, which is still unassailable.

A TRIUMVIRATE OF MONARCHS' MESSAGE.

"FIGHT TILL VICTORY IS ATTAINED."

LONDON, August 6th.

The Tsar, the Mikado and the King of Serbia have sent a message to King George stating their determination to carry on the fight till victory is attained.

[THROUGH REUTER'S AGENCY.]

VICTORIA CROSS AWARDS.

A GLORIOUS RECORD OF COURAGE AND VALOUR.

LONDON, August 6th.

Victoria Crosses have been awarded to the following:—

Surgeon-Captain JOHN GREEN.—Capt. Green, although wounded, went to the assistance of a wounded officer who was hung up on enemy wire and dragged him to a shell hole, where he dressed his wounds. Though he was continuously bombed, Green was endeavouring to bring the wounded officer to safety when he was killed.

Lieut. RICHARD JONES, North Lanes.—Lieut. Jones was isolated with a platoon that was holding a crater when the Germans attacked in overwhelming numbers. Jones shot fifteen, counting them aloud, to cheer the Platoon. When his ammunition was expended, he took a bomb, but was shot through the head when rising to throw the bomb. His splendid courage so encouraged the men that when the ammunition and bombs were expended they throw stones and ammunition boxes till only nine of the Platoon were left. Finally the remnant was compelled to retire.

Captain LIONEL REES, of the Flying Corps.—Captain Rees was attacked by ten enemy machines. He dispersed six, seriously damaging two, and chased two others, when he was wounded and lost control of his machine. He then righted his machine and closed on the enemy, firing from a range of a few yards; till his ammunition was expended. He returned safely.

Private GEORGE CHAFER, of the East Yorks Regiment.—A despatch carrier was buried during a bombardment and an attack on our trenches, when Private Chaffer, on his own initiative, took the message from the pocket of the despatch carrier, although severely wounded in three places, ran along a ruined parapet under machine and shell fire, and delivered the message and collapsed.

Sergeant JOHN ERSKINE, Scottish Rifles, Territorials.—He secured two wounded men under fire, then ran to an officer and after bandaging and attending to him for an hour assisted in bringing him in, shielding him with his body.

Sapper WILLIAM HACKETT, Royal Engineers.—Sapper Hackett was entombed with four others in a gallery owing to the explosion of an enemy mine. A hole was made to the outside after twenty hours of hard work. Hackett helped three of his comrades outside, but refused to leave the fourth man who was wounded, though the hole was collapsing. Both were buried. Sapper Hackett thus deliberately gave up his life for his comrade.

Private ARTHUR PROCTER, Liverpool, Territorials.—Private Procter went out to two wounded men who were lying in the open, in view of the enemy, and dressed their wounds under fire.

Private GEORGE STRINGER, Manchester.—Private Stringer held ground, single-handed, against a counter-attack, while his battalion was retreating, till his bombs were expended, thus saving the battalion's flank and enabling a steady withdrawal.

Lieut. ARTHUR BATTENPOOLE, Munster Fusiliers.—For most conspicuous bravery while in command of a raiding party. Lieut. Battenpoole was severely wounded by a bomb on entering the enemy lines, and, although all his right fingers were mutilated, he continued to direct the operations with unflinching courage. His voice could clearly be heard cheering and directing his men, and he refused to retire when urged to do so. Later he was twice wounded. During the withdrawal, while personally assisting to rescue another who was wounded, and still refusing assistance, he walked unaided to within a hundred yards of our lines when he fainted and was carried in.

It would be difficult to say which course of conduct has done more harm in the treatment of Easterns—disrespect and violence on the one hand, or maudlin sentimentality and naïf credulity on the other. Both extremes should be scrupulously avoided.—Lord Cromer.

CAPT. G. N. ALISON KILLED IN ACTION.

FORMERLY A.D.C. TO THE GOVERNOR.

His Excellency the Governor has received news to the effect that his former A.D.C., Captain G. N. Alison, Seaforth Highlanders, was killed in action on July 1st. Captain Alison left Hongkong at the outbreak of hostilities.

SOLDIERS' LETTERS.

EIGHT MILLION POSTAL PACKETS A WEEK.

The Postmaster-General, Mr. Pease, gave a very interesting account of the war activities of the Post Office in the House of Commons recently.

Mr. Pease explained that the additional charges imposed last autumn on letters, newspapers, parcels, postal orders, and telegrams had yielded more revenue than had been estimated, but the 3d. telephone call had not come up to expectations. The total Post Office revenue for 1915-16 showed an increase of £4,000,000 over the previous year, and there was a profit balance of £3,300,000. Coming to the purely war work of the Department, Mr. Pease gave the following remarkable figures:—

Our troops receive weekly 7,500,000 letters and 700,000 parcels, weighing 1,500 tons.

The troops send home 3,000,000 letters a week.

There are in this country 40,321 military and naval men and civilians to whom the Germans send letters. They receive 550,000 letters a week.

The British in Germany number 25,621 military prisoners, 1,039 naval prisoners, and 4,000 civilians. They receive 53,000 letters a week.

Since the beginning of the war, 6,500,000 books or magazines had been sent to the men in khaki. Commending the work of the staff, Mr. Pease paid special tributes to the women who went to their posts in telephone exchanges while Zeppelin bombs were dropping, and to the telephone operators, who stuck to their work in Dublin while bullets were flying and fires raging. He had some astonishing figures to give in illustration of the ravages of the great storm of last March, the worst the country had ever experienced. The following was the catalogue of the damage: 2,150 poles blown over; 6,150 poles, felled; 23,300 poles blown over; 17,000 miles of copper wire, weighing 1,500 tons, broken into small fragments.

WAR SAVINGS. The Postmaster-General next announced that 168,000 Zeppelin insurance policies had been taken out for a total of £1,600,000. Finally, he gave the following figures of war investments and savings effected through the Post Office:—

£21,000,000 in Four-and-a-half per cent. War Loan.
£25,000,000 in scrip vouchers and certificates for subscriptions up to £5 by instalments.
£22,000,000 in Five per cent. Exchequer Bonds.
£5,600,000 in 15s. 8d. war saving certificates.
£187,500,000 balance of savings bank deposits at the end of May, within £1,000,000 of the highest balance in recent times.

STRAIGHT TALK BY M. VENIZELOS.

THE PRICE OF PEACE.

A number of commercial and industrial delegates visited M. Venizelos at his house last month and expressed to him their attachment and their confidence in his policy (says *The Times* correspondent at Athens). M. Venizelos, in reply to their address, said that although when Crete was in bondage he had passed most of his life there as a revolutionary in the mountains, he believed that free States needed peace in order to progress. To remain stationary was not peace, as his political opponents seemed to think; as a matter of fact, that sort of thing usually ended in the surrender of one's possessions to the enemy.

While his own policy had aimed at a revival of Hellenism by keeping close to the Powers who had secured the liberty of Greece, the outgoing Cabinet had reduced the Greek people to a condition of slavery, and the nation had nearly been choked in the atmosphere of espionage that had been created by these puny men. What would Greece have come to if these obsequious counsellors, with their absolutist tendencies, had continued to advise the King? Counsellors representing the majority of the nation might become disagreeable; they were like doctors, whose physic might be unpalatable, but who were able to cure by telling the truth.

M. Venizelos concluded by announcing that, as soon as Parliament had been dissolved, he would state his programme at a public meeting. The ex-Premier's speech was received with loud cheers, and, after he had also addressed the crowd outside his house, enthusiastic demonstrations took place outside the British and French Legations.

THE PALISADE, KOWLOON.

The management of this popular place of entertainment announce another strong programme of pictures which begins its run to-night. The leading film is entitled "Temptation," and depicts the struggle, and ultimate success, of a young engineer to secure recognition for a new controllable torpedo which he has invented. There are numerous other pictures of an instructive and interesting kind, including the Gazette of topical events, which has come to be a feature of the Palisade programmes.

WAR NEWS.

DUTCH POLICE AS GERMAN SPIES.

It was announced recently that two members of the Amsterdam secret police have been dismissed from their posts on a charge of having acted as spies for the German Espionage Bureau. The discovery has, it appears, caused great concern in higher police circles, as it is considered not unlikely that more members of the police force have succumbed to the tempting German offers. The dismissed policemen had, on the instructions of the German Bureau, tracked various Germans and other foreigners, and also Netherlands, who applied for passes for Germany and were suspected by the German Government.

EMPIRE FEDERATION MOVEMENT IN CANADA.

An active movement for the further federation of the Empire will shortly be started in Canada separate from existing political organizations and regardless of party divisions. The immediate appeal will be for an Imperial Conference, at the close of the war to consider the future relations between Great Britain and the Dominions.

Opponents of federation emphasize the need for the autonomy of the various parts of the Empire, its advocates contend that it is necessary to give Canadians equal citizenship in the Empire and that, in face of the lessons of the war, organization of the Empire is imperative. Undoubtedly the federation proposals are making headway, but opinion is far from unanimous.

TWO GOOD "WIRELESS" STORIES.

The *Illustrated Sporting and Dramatic News*, reproduced a wireless yarn with the statement that it happened at "Ludericz" and is not a war invention. The scene of action is laid in what was erst German South-West Africa. In the course of the campaign so admirably conducted by General Botha in that arid land the Imperial Light Horse, during a halt, marked out a "hole" in the sand for a Rugby football match. Whilst the game was going on a German aeroplane flew over, and appears to have reported the passion for sport evinced by the British to German Headquarters; because, soon after its disappearance, wireless message came from the enemy jeering at the English for lingering behind to play football instead of coming out into the desert to fight. In the course of the same night, English and German patrols came into contact, and the latter were forced to retire with a loss of two killed and one wounded. The British wireless then replied to the enemy message, saying that they had played the game, and that its result had been "England two goals one try, Germany 'nil'." If the story isn't true, it ought to be.

Our second yarn, deals with the great fight between the converted cruiser *Alcantara* and the German raider *Greif*. After the destruction of the *Touton's* wireless and the release of the *Alcantara's* radio apparatus from jamming, other British cruisers quickly appeared upon the scene. One of them, as the *Alcantara*, fired a shot over the *Alcantara* which went home upon the already sinking German. On hearing the scene of action, this cruiser, realizing that the business had already been done before her arrival, sent a wireless message to the *Alcantara*, which was read before the latter vessel had, in her turn, disappeared; the message ran:—"Sorry—your bird!"—*The Wireless World*.

VALUE OF ZEPPELINS.

One of the most interesting writers on Naval Affairs is Mr. Archibald Hurd. In one of his recent articles he dwells upon the advantages bestowed upon our enemy by his possession of the highly developed "fighter than air machines," which we know as Zeppelins. Their proper and legitimate sphere of action is that of scouts, for which the wireless apparatus which the later machines are capable of carrying renders them specially efficient. From these aircraft, flying at a great height completely out of gun range, the North Sea can be viewed as though it were one vast panoramic theatre. They can scan all the more important operations, and by means of radio-telegraphy can report where British men-of-war are to be met with and where they are not. It must be remembered, too, that a Zeppelin can travel at about twice the speed of the fastest warship afloat. The British Fleet was unprovided with these rigid dirigibles at the commencement of the war and is handicapped to this extent.

On the other hand, of course, although the British do not possess Zeppelins, their seaplanes are both more efficient and numerous than any equivalent machines possessed by the enemy; and although, constructionally, they are not able to carry such powerful wireless apparatus as is possessed by the latter type of "gas-bag," they are utilised from floating bases, and, therefore, do not require to report direct for such long distances. The exploits of British seaplanes, like those of British submarines, have been far more numerous and important than the general public has been able to learn through the medium of the Press. It is only now and again that a glimpse at their activities is vouchsafed, a notable instance being the occasion when a combined naval and seaplane excursion delivered an attack upon the German airship sheds in Schleswig-Holstein at the end of March.

On the whole, the ceaseless vigilance, which wireless telegraphy enables the Fleet to maintain, gives the British Isles a defensive screen such as they have never possessed in past ages, and the rarity even of abortive attempts, like the recent bombardment of Lowestoft and Yarmouth, demonstrates that the enemy is fully aware of the extreme peril run by their raiding squadrons when they make such short and hasty excursions. *The Wireless World*.

FIGHT AROUND CONTAMALMAISON.

A NIGHT OF HORROR.

Mr. Philip Gibbs, the well-known war correspondent with the British Headquarters in France, supplies a further story regarding the fighting around Contalmaison. He writes: The Battle of the Woods raged round Contalmaison. The chief characteristic was our determined effort to take hold of the steep and small forest between the first and second German lines. We saw men returning carrying German helmets, sides their own, holding their heads high with fine pride and in their eyes, tears. The capture of Contalmaison, largely due to the progress of the tanks in the woods on the right and left, nicknamed Balfour Wood and Pearl Wood. The weather was fine. The attacking columns stumbled into bogs, with rifles, bombs, and machine-guns, covered with muddy slime. The dead lay in the mud and a shallow trench towards Pearl Alley. The trench was soon choked with wounded. Both the luck and the weather were against these gallant battalions. Despite the oncoming machine-gun fire from Balfour and Mametz Woods we penetrated deep into Contalmaison. The men were compelled to withdraw until the supplementary attacks gave the opportunity to complete the occupation. Mametz Wood became a place of terror. On Monday the gloom was brightened by the frightful flash of shells. Tree trunks were broken, splintered and slashed, the Germans crouching at the gnarled roots with bombs and machine-guns. Our guns progressively barraged with waves of high explosives swept forward, the infantry following up in short, sharp rushes. Some in their eagerness advanced overfar. The horrible chatter of machine-guns was heard throughout the night. It was a nightmare that I will look back upon throughout my lifetime in wonderment that the dawn came. A general says that the infantry at daybreak went across magnificently, and within two hours we occupied the whole of Contalmaison after fierce hand-to-hand fighting, in which we killed 200 Germans who refused to surrender. Large numbers were taken prisoners. The underground cellars told awful tales of suffering. Trones Wood was a devilish place—once thick with trees and birds, but now with branches stripped of foliage, and stumps stuck out ghastly from the black earth where men crouched in charred and smoking shell holes.

HOW "THE BRUSSELS" WAS CAPTURED.

GERMAN VERSION.

The war correspondent of the Berlin *Landeszeitung* relates a conversation with the naval lieutenant who brought in the *Brussels* to Zebrugg.

On June 24th, said the officer, at 2.30 a.m. we saw a black vessel before us which showed side lamps only, with the apparent object of giving the appearance of being a sailing vessel. I and two men went on board. One of the men at once made the wireless apparatus unworkable, whereupon, after taking off my cap and disclosing my identity, I declared the vessel to be a German prize.

The captain of the *Brussels* was determined to delay the vessel as much as possible, and the report reached the lieutenant that no stokers could be found. Most of them had gone aboard the German destroyer. "Time flew," said the lieutenant. "The danger was increasing that British vessels would arrive." Then the lieutenant pointed a revolver at the captain, Charles Fryatt. "Obtain the men," he ordered. Three stokers came forward, and the captain remarked that he had also 24th Russians. These were all sent to the engine-room.

In spite of all the efforts of the German engineer the vessel did not move until finally the lieutenant said to him through the speaking-tube: "Do what you can. If the British come in sight we shall blow up the vessel." Smoke appeared on the horizon and the course was altered. On reaching the Southern Bank the German flag was hoisted at the masthead. The captain was placed under arrest, and the *Brussels* passed the outgoing mailboat.

MEDALS FOR WAR SERVICE.

A desire having been expressed for the issue of information as to the medals which may be earned by soldiers for war service, the Secretary of the War Office announces that the medals in question are the following:—

(1.)—The Victoria Cross. The conditions under which this is awarded are well-known. Up to the present date 88 Victoria Crosses have been awarded in the present war to warrant officers, non-commissioned officers, and soldiers.

(2.)—The Military Cross is awarded for "distinguished services in time of war," and may be won by warrant officers, as well as by commissioned officers of rank not above that of captain. One hundred and thirty warrant officers have received the Military Cross up to date.

(3.)—The Distinguished Conduct Medal is awarded for individual acts of distinguished conduct and for devotion to duty in the field. This medal has been earned by about 8,150 warrant officers, non-commissioned officers, and soldiers during the present war up to date.

(4.)—The Military Medal, which was instituted some two months ago, is awarded to non-commissioned officers and soldiers for individual or associated acts of bravery in the field. About 1,700 of these have been conferred up to date.

(5.)—The General War Medal, the issue of which is not decided until peace has been concluded.

THE OLD COUNTRY'S PART.

MR. BONAR LAW ON BRITISH STAYING POWER.

The Overseas Parliamentary Delegates, who are visiting Great Britain as the guests of the Empire Parliamentary Association, were entertained at dinner at Claridge's Hotel by the High Commissioners.

Sir George Perley (High Commissioner for Canada), who presided, said that all the Dominions had gone into the war with a whole soul, and with the same end in view. Every part of the Empire was doing equally well. The Kaiser would get the credit of having done a lot to consolidate the great British Empire. (Cheers.)

The Hon. Sir Thomas Mackenzie said that the experiences of the Dominion soldiers in this war had caused an entirely new feeling to arise in the Dominions. The New Zealanders would never forget their union with Canadians, Australians, and British on the field of battle, and still less the kindness everywhere showered upon them by the people of England.

The Hon. W. P. Schreiner said that General Botha deserved more than applause; he deserved great sympathy. If self-government had not been granted in 1907-1908 did they candidly think that Botha and Smuts would have been able to have taken the position they had taken today? Both men deserved the highest praise and the highest esteem. (Cheers.)

Mr. Bonar Law said their visitors came in the very crisis of this terrible war. It was not within his power to give news as to the way in which the struggle was going, but he could say that our General Staff was satisfied with the result so far. "We are all confident," said Mr. Bonar Law, "that, as has so often happened in the history of our Empire, we began slowly, but our staying power showed itself, and steadily, month by month, it is going to increase until the end, which we all have determined to secure, has been reached by the bravery of our troops." (Cheers.) It had been said truly, Mr. Bonar Law proceeded, that the German Emperor was the great Empire builder, but it was not his own Empire which he was building. What their Empire stood for was the very antithesis of everything on which the British Empire existed. Force and force alone was the God which the Germans worshipped. They not only did not understand, but they despised moral forces; yet they were finding that, in the long run, moral forces counted too, and nowhere was there a better example of the strength of such forces than in the Union of the British Empire to-day. Perhaps the best example of the moral force of which he had spoken was shown in the Union of South Africa. Nothing that Mr. Schreiner had said about General Botha was one iota stronger than the feeling felt for him by every citizen of the Empire. (Cheers.) He had listened with great pleasure to what had been said of General Smuts. In South Africa, at all events, politicians could do something besides making speeches. Smuts, if he might leave out the "Mr.," (Cheers), might be an example of Carlyle's saying, "Intellect is not as some men fancy, a tool; it is a hand which can handle any tool."

He had spoken very often in praise of what the Dominions had done, but he would like to put the other side of the picture and ask them to consider what the Old Country had done and was doing. (Cheers.) "I do not think the Mother Country has done badly at all. I am not going to say anything about the Government. It is a peculiar kind of Government. (Laughter.) I said, at the beginning, when I felt as to the future which might be in store for a Government of this kind. I said 'It is a Government which shall have no friends.' The kind of friends a Government needs, above all, is those who will back the Government when they are wrong. We have no friends of that kind, and I don't think we are right. (Laughter.) But contrast what has been done by this country and what we expected when the war broke out. We relied upon our Navy—our Allies expected that from us, and we have not disappointed either ourselves or our Allies. (Cheers.) 'The sure shield of our Navy' has not failed us, and more than anything else it has kept the Allied cause alive and has enabled us to accumulate resources which eventually will bring us victory. (Cheers.) The Allies trusted also, and we trusted, in our financial power. That has not failed us. Our financial strength will not last for ever, but of this I am sure; it will last longer than the resources of our enemies, and will enable us to hold them to the end until we have won the victory. (Cheers.) There is no sign of the decay which has marked the end of great nations in the past, no sign of our being so steeped in luxury that we are not ready to defend our possessions with our own blood; and before there was any compulsion we had raised by voluntary means alone between three and four millions of men. I venture to say that never in the history of the world has there been an achievement like that in any country, and I do not believe that it would have been possible in any country except in the United Kingdom. (Cheers.) If you can picture to yourselves, as I do, how strong was the feeling amongst the largest section of our people against compulsion, I think not the least striking of the achievements of our people is the way in which, having found it necessary, they accepted compulsion and threw their whole weight into this terrible war. It has not been our financial resources, it has not been our Navy, it has not been the bravery of our soldiers which have carried us through one struggle a hundred years ago almost as dreadful as this—it was the staying power of our race. We have got it still, and it will see us through to the end. (Cheers.)

I hope we have seen the last of young men in the prime of life fighting in London. I hope we have seen the last of any footmen in great houses. I hope the men who have learned to live men's lives will refuse to have anything but a man's life after the war—Bishop of London.

FRENZIED FIGHTING.

BATTLE ON THE STOKHOD.

The furious struggle along the whole length of both banks of the Stokhod is assuming the character of trench warfare (says a message from Petrograd dated July 15th). The Germans are massing all their available reserves to defend Kovel, to the last gasp, since the fall of this place would give the Russians the key to Brest Litovsk, and thence to Poland. The correspondent of the *Russkoe Slovo* states that General von Linsingen, General von Mackensen, Marshal von Hindenburg and the Military Council at Kovel have elaborated plans to attack General Kaledin on two sides from the north and west and powerful offensive groups have been concentrated each five divisions strong. The Kovel group has been concentrated almost openly in order to rivet the Russian attention during the preparation of the Vladimir-Volynsk attack. The Germans are making countless demonstrative attacks between the Stokhod and the Sty supported by a terrible fire from hundreds of guns while there are only unimportant skirmishes in the Vladimir-Volynsk region to the westward. In order to further mask the westward concentration, the Germans massed troops beyond the River Bug until the eve of the advance, when they suddenly hurried them against Zaturty, on the Luck road by means of light railways and motor lorries. The storm broke at Zaturty in the middle of the night, and the Russian first line trenches soon resembled a ploughed field, and the defenders were obliged to take refuge in shell pits. The first assaults were allowed to approach within 60 paces, when the Russians fired volleys at point blank, until the entire space in front of the trenches was strewn with corpses. The Austrians fled in disorder, while the Germans greeted the flying men with a tornado of shrapnel, which mowed down hundreds. Many frantically dashed to and fro between the fires and others rushed to the Russian trenches with uplifted hands, and 300 were thus saved. The German infantry then replaced the Austrians and displayed incredible obstinacy in successive attacks. They hurled themselves on the Russian bayonets as though they were under the influence of some savage, religious ecstasy, and it cost the Russians a superhuman effort to repel the furious onslaughts. In the recaptured Russian trench the Russians unearthed many corpses of their own comrades, whose throats had been cut by German bayonets, and over the mutilated bodies the Russians swore that they would not take any prisoners. Prisoners affirm that the Tenth Army Corps, whom the Kaiser called the "Steel Division," owing to their exploits on the French fronts, lost three-quarters of their officers and more than half of their men, while some regiments were reduced to 300. Despite the preparations of von Linsingen, von Mackensen, and von Hindenburg, the Russians completely repulsed both attacks.

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GERMANY'S DISSIMULATION.

PRINCE VON BULOW'S FRANK CONFESSION.

The Berlin correspondent of the *Morning Post* states that a chapter of foreign politics is revealed in Prince von Bulow's book, "Deutsche Politik," which contains a frank confession of the German policy of dissimulation towards England until the German fleet was strong enough to justify defiance. Prince von Bulow (who was at one time German Chancellor) explains that Germany, being a new arrival among the great Powers, and forcing herself into the circle of the old national family by her surprising excellence, was regarded as an uninvited and objectionable intruder, while nevertheless inspiring fear. It was essential, while building up the Navy, to maintain Germany's Continental position, and avoid a collision with England. Our fleet, he states, had to be built with one eye on English politics, and my main efforts in the field of higher politics were directed to the fulfilment of this task. There seemed to be a chance in the Bosnian war of striking a blow at England, and this would have been applauded by the German people. The general situation, however, was not really unfavourable to England. Furthermore, had Germany struck then, our relations with England would have been poisoned for a long time, and even if our intervention had caused her failure, in South Africa she would still have been able to nip in the bud our development of sea power. By the war we had given so big that we could venture on war with England in high spirits.

COMMONWEALTH WAR LOAN.

ENCOURAGING EMPLOYEES TO INVEST.

In order to encourage the employees of Perkins & Co., Ltd., Sydney, who are willing to invest in the Commonwealth War Loan Bonds, the company has agreed to advance the amount of the extended instalments as they fall due. Any number of these bonds, not to exceed 10, may be taken by each employee, and will be repayable at the rate of 2/6 per bond per week on the number of bonds taken up. The instalments will be deducted from the employees' wages every week, and all interest on the bonds received from the Government will be credited towards the payment of the bond. In the event of an employee leaving the company's employ before May, 1917, the date on which the full payment for the bond is due to the Government, he may apply for a refund of all amounts paid by him, or in the event of an employee leaving the company's employ after May, 1917, he may either pay up the full amount owing and receive possession of the bond, or make application for a refund of all moneys that he has paid in connection with the bond, or make arrangements to transfer his liability to any other employee.

SUPERIORITY OF BRITISH INFANTRY.

A FRENCH OFFICER'S TRIBUTE.

All the French officers returning from the British front are most enthusiastic over the preparations and the magnificent way in which the British delivered their attack at the beginning of last month. One of the officers said:—

The thing that surprised me most was the admirable way in which all the details had been carefully planned. Everything went like clockwork, without any excitement, and as smoothly and as noiselessly as a well-oiled motor. As for the troops, they were composed of an admirable specimen of manhood. All the men appeared as highly trained as a prize-fighter would be a few hours before entering the ring to dispute the championship of the world. What every one could read on the faces of these athletic and well-built fellows was grim determination.

A few hours before the attack I had the honour of speaking to a British general. He said to me, "You will see how all my men are anxious to meet the enemy's infantry to show their training and preparation. They are now more than ever convinced, and the last raids showed it, that they are individually better than the Germans. They all know success is certain." I was able to judge for myself the truth of the general's assertions.

The British Empire now possesses an Army second to none, trained to the minute, and whose moral is just as high as that of our own *poilus*, who barred against the Germans the way to Verdun at Vaux and Thiaumont.

THE PARIS RESOLUTIONS.

MEMORANDUM IN SUPPORT OF FREE TRADE.

A number of Liberal peers and members of Parliament have drawn up a memorandum on the Paris resolutions and Free Trade. They desire to record emphatically their opinion that no reason exists for changing our fiscal policy, they reject as wholly false and dishonest the plea that either economic laws, or the rules of arithmetic and common sense, are altered by circumstances, that trade after the war will be something quite different from what it was before, and that henceforth bureaucracy and red tape will become good substitutes for the industrial energy and business ability by which our wealth and commerce have been built up in the past.

This war, they contend, has proved the strength of Free Trade and the weakness of Protection at home and abroad. After the war, Free Trade will be more needful than ever to Great Britain and the British Empire, for it is only by returning to cheap production and unfettered intercourse with all nations that we shall be able to resume our commercial and manufacturing superiority, and to find from our incomes the huge revenue necessary to pay pensions to the victims of war and interest on a deadweight debt of unexampled magnitude.

The signatories are:—Mr. S. Arnold, Mr. Lord Ashton of Hyde, Sir John E. Barrow, M.P., Lord Beauchamp, Sir Hugh Bell, Lord Brassey, Mr. J. F. L. Brunner, M.P., Lord Bryce, Mr. John Burns, M.P., Mr. T. Burt, M.P., Mr. Goddard Collins, M.P., Lord Courtney of Penwith, Lord Eversley, Lord Farrer, Mr. C. Fenwick, M.P., Mr. A. G. C. Harvey, M.P., Mr. F. W. Hirst, Mr. Richard D. Holt, M.P., Mr. Ed. T. John, M.P., Mr. Leif Jones, M.P., Lord Leverhulme, Mr. H. W. Massingham, Mr. P. A. Molteno, M.P., Lord Maitland Mackenzie, Sir John Simon, M.P., Sir Swire Smith, M.P., Lord Wardlaw, and Mr. Anceurin Williams, M.P.

AMERICA'S WEST INDIAN NAVAL BASE.

THE DANISH ISLANDS.

The Danish Islands in the West Indies which the U.S. have acquired are three in number, the largest being St. Croix, with an area of 84 square miles and a population of about 20,000, and the smallest St. John, 21 square miles. The other St. Thomas, 33 square miles, population 11,000. Sugar is the staple product of St. Croix and near Christiansburg there is a central factory conducted by the Government. The planters, however, are mostly English and their language predominates. St. Croix has been owned in turn by the Dutch, British, French, and Spanish. Denmark bought it in 1733 and had to put down a violent insurrection among the slaves of the island about a century later. Slavery was abolished in 1848.

St. Thomas was once the greatest distributing centre of the West Indies, but the introduction of steamships and cables led to its decline and the removal of the Royal Mail Steamship Company's headquarters to Barbadoes in 1885 was the final blow. The production of sugar, once extensive, is now nearly extinct. The British once owned this island also. In 1867, a treaty was concluded under which the United States agreed to buy the islands for 75 million dollars, but the U.S. Senate refused to ratify the treaty. As recently as 1902 another treaty of cession was signed by which the U.S. was to pay 25 million dollars for the islands, but this time the Danish Parliament rejected it. Now they have gone for half a million less.

The importance of the islands to the U.S. consists in their suitability as a West Indian naval base. Aviators flying over the Sinai desert drop bombs on the Turks. The perils that did not confront the Children of Israel under Moses have never been adequately considered.—*Brooklyn Eagle*. I believe in fairy tales in the sense that I marvel so much at what does exist that I am the readier to admit what might.—G. K. Chesterton. The public never has and never will understand naval warfare. They demand that every action should be a Trafalgar.—Admiral W. R. Henderson.

WEATHER REPORT.

On the 7th at 11.30.—Pressure has decreased slightly over Japan and the lower Yangtze Valley. It is nearly stationary elsewhere.

Depressions still lie over China and to the north-east of the Bonins.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.71 inch. Total since 1st January, 64.57 inches, against an average of 55.07 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

Distance	Forecast
Hongkong & Neighbourhood	S.W. winds, moderate; generally fair, some thunder showers.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamoo	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

7th AUGUST, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	6 a.	29.79	—	—	ENE	1	—
Nemuro	6 a.	29.79	—	—	ENE	1	—
Hakodate	6 a.	29.73	—	—	ENE	1	—
Yokohama	6 a.	29.61	—	—	ENE	1	—
Kobe	6 a.	29.63	—	—	WSW	1	—
Nagasaki	6 a.	29.63	—	—	WNW	1	—
Kagoshima	6 a.	29.63	—	—	WSW	1	—
Osaka	6 a.	29.65	—	—	SSW	1	—
Kioto	6 a.	29.65	—	—	SSW	1	—
Shanghai	6 a.	29.57	—	—	SW	2	—
Amoy	6 a.	29.57	—	—	SE	1	—
Swatow	6 a.	29.57	—	—	—	—	—
Shanghai	6 a.	29.57	—	—	—	—	—
Amoy	6 a.	29.57	—	—	—	—	—
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Shanghai	6 a.	29.57	—	—	—	—	—
Amoy	6 a.	29.57	—	—	—	—	—
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Shanghai	6 a.	29.57	—	—	—	—	—
Amoy							

SHIPPING

ARRIVALS.

CRYLON MARU, Japanese str., 3,077, B. Tsuda, 6th August—Singapore 31st July, General—Nippon Yusen Kai-sha.

FOURKANG, British str., 1,987, T. A. Mitchell, 6th August—Singapore 31st July, General—Jardine, Matheson & Co.

SHANTUNG, British str., 1,350, J. Menthol, 7th August—Shanghai 4th August, General—Butterfield & Swire.

GRIMINI, British str., 1,360, Davies, 9th August—Hongkong 3rd August, Coal—Order.

MIYAZAKI MARU, Japanese str., 4,899, Jisaku Teranaka, 7th August—London, 17th June, General—Nippon Yusen Kai-sha.

SHINBU MARU, Japanese str., 2,272, J. Anisaki, 6th August—Mitsui Bussan Kai-sha.

TAIYUAN, British str., 2,300, Percy Grierson, 7th August—Melbourne 4th July, General—Butterfield & Swire.

TAIREMANG, Dutch str., 1,327, Van Wyck Jurriane, 6th August—Manila 4th August, Sugar and General—Java-China-Japan Line.

PASSENGERS.

ARRIVED.

Per *Tjikembang*, from Java, etc., for Hongkong, Mr. P. Y. Stok, Mr. Baldwin, and Mr. Davies.

Per *Taiyuan*, from Melbourne, etc., for Hongkong, Mr. and Mrs. Price, Mr. J. Edwards, Mr. and Mrs. Steven and child, and Mr. P. Mulloy.

VESSELS EXPECTED.

AMERICAN MAIL.

The str. *China* left San Francisco on August 1st, and may be expected to arrive in Hongkong on August 20th.

LATEST STEAMER MOVEMENT.

The str. *Shirata* left Calcutta on the 4th instant, and may be expected here on or about the 21st instant.

VESSELS ON THE BERTH

CANADIAN PACIFIC

OCEAN SERVICES.

LIMITED

(PACIFIC SERVICE).

THE Steamship

"EMPRESS OF ASIA"

will be despatched from Hongkong at Noon on

WEDNESDAY,

9TH AUGUST.

for VANCOUVER via Usual Ports of Call.

Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

C. P. O. S. N. Co., Ltd.

Hongkong, 29th July, 1916. [954]

AMERICAN AND MANCHURIAN LINE.

FOR BOSTON AND NEW YORK

VIA PANAMA CANAL.

THE Steamship

"CITY OF NAPLES"

Captain Pine, will be despatched for the above ports on the 15th August, 1916.

For freight and further particulars apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, 19th July, 1916. [923]

HONGKONG-NEW YORK.

FOR BOSTON AND NEW YORK.

8.3 "BOLTON CASTLE"

On or about 26th Aug.

It is intended that the above vessel will proceed via Panama Canal.

For freight and further information, apply to

DODWELL & Co., Ltd.

Agents.

Hongkong, 29th July, 1916.

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON.

THE Motor-ship

"GLENLYN"

8,500 Tons D.W.

will be despatched for the above port about end of August, or beginning of September 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 5th July, 1916. [976]

CHILDREN OF FAR CATHAR.

A SOCIAL AND POLITICAL NOVEL ON

ABSORBING INTEREST.

By CHAS. J. HALOOMBRE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 481 Pages, and includes a Sketch Map of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.O.M.G., and Dr. A. BERNIN.

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	ATSUBA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	—	H. E. Hetherington	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	—	L. D. Pinckney	P. & O. S. N. Co.	About 15th inst.
GENOA & LONDON	CITY OF NORWICH	Brit. str.	—	—	THE BANK LINE, LIMITED	On 14th Sept.
MAURITIUS & SOUTH AFRICAN PORTS	GENOYA	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	About End of Aug.
MARSEILLES VIA PORTS	SALAMIS	Brit. str.	—	T. Kusano	THE BANK LINE, LIMITED	On 12th inst.
VICTORIA, B.C., & SHANTIA VIA KIELING, &c.	KAMAKURA MARU	Jap. str.	—	T. Kusano	THE BANK LINE, LIMITED	About 8th inst.
VICTORIA & TACOMA VIA MANILA &c.	CANADA MARU	Jap. str.	—	T. Kusano	THE BANK LINE, LIMITED	To-day, at 4 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANTO MARU	Jap. str.	—	Pine	THE BANK LINE, LIMITED	On 18th inst. at 3 P.M.
BOSTON & NEW YORK VIA PANAMA CANAL	CITY OF NAPLES	Brit. str.	—	—	THE BANK LINE, LIMITED	On 15th Sept. at Noon.
BOSTON & NEW YORK	BOLTON CASTLE	Brit. str.	—	—	DOUGLASS & SWIRE	On 15th inst.
SAN FRANCISCO VIA NAGASAKI	SHINBU MARU	Jap. str.	—	—	JAVA-OSIMA-JAPAN LINE	About 28th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Jap. str.	—	—	Toto Kisen Kaisha	On 11th inst.
SAN FRANCISCO VIA SHANTIA, NAGASAKI & HONOLULU	CHINA	Jap. str.	—	—	Toto Kisen Kaisha	On 19th inst. at Noon.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	CHINA	Jap. str.	—	—	CHINA MATTHEW & CO. LTD.	On 16th inst. at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHINA	Jap. str.	—	—	TOJO KISEN KAISHA	On 5th Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHINA	Jap. str.	—	—	CANADIAN PACIFIC O. S. L.	On 21st Sept. at 10.30 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHINA	Jap. str.	—	—	CANADIAN PACIFIC O. S. L.	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHINA	Jap. str.	—	—	CANADIAN PACIFIC O. S. L.	On 30th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHINA	Jap. str.	—	—	CANADIAN PACIFIC O. S. L.	On 8th Sept.
AUSTRALIAN PORTS VIA MANILA	CHINA	Jap. str.	—	—	CANADIAN PACIFIC O. S. L.	On 20th Sept.
AUSTRALIAN PORTS VIA MANILA	CHINA	Jap. str.	—	—	DOUGLASS & SWIRE	On 12th inst.
AUSTRALIAN PORTS	CHINA	Jap. str.	—	—	DOUGLASS & SWIRE	On 12th inst.
WELFARE & TIENTSIN	CHINA	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 17th inst. at 11 A.M.
TIENTSIN	CHINA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 11th inst. at 8 P.M.
NAGASAKI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 10th inst. at 8 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 11th inst. at 8 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 11th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	MESSAGERIES MARITIMES	About 15th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	P. & O. S. N. Co.	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JAVA-OSIMA-JAPAN LINE	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	P. & O. S. N. Co.	To-day, at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	DOUGLASS & SWIRE	On 11th inst. at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	DOUGLASS & SWIRE	On 15th inst. at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	OSAKA SHOKEN KAISHA	On 16th inst. at 9 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 12th inst. at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 19th inst. at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst. at 7 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 21st inst. at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 22nd inst. at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	JAVA-OSIMA-JAPAN LINE	On 11th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst. at 10 A.M.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "SALAMIS" ... 12th August.

For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamers Sails.
LONDON ... "CITY OF NORWICH" ... On 5th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,

or to Messrs & Co., CANTON.

GENERAL AGENTS

Hongkong, 3rd August, 1916.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAIHONG"	— Capt. J. W. Evans	... TUESDAY, 8th Aug. at 2 P.M.
"HAIHONG"	— Capt. W. C. Passmore	... FRIDAY, 11th Aug. at 2 P.M.
"HAITAN"	— Capt. J. S. Thomson	... TUESDAY, 15th Aug. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPEAUX & Co.,
GENERAL MANAGERS

Hongkong, 7th August, 1916.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
HONGKONG	"KIUKIANG"	On 8th Aug. 10 A.M.
MANILA, CEBU and ILOILO	"CHIN HUA"	On 8th Aug. 4 P.M.
SHANGHAI	"LUCHOW"	On 8th Aug. 4 P.M.
TIENSIN	"CHILU"	On 8th Aug. 4 P.M.
SHANGHAI	"SHANTUNG"	On 10th Aug. 4 P.M.
HAIPHONG	"KAIFONG"	On 11th Aug. 10 A.M.

DIRECT SAILINGS TOWARD RIVER TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHIN HUA," "TAIANG" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra state-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
HONGKONG, 8th August, 1916. TELEPHONE 35. AGENTS.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SHIRALA," 5,306 tons, Captain A. J. Terry, will be despatched for SHANGHAI, KOBE, and MOJI on—

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 8th August, 1916.

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P. & O. S. N. CO.**ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &C.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	from	Str. from Colombo	1916	1916
NOVARA	Aug. 11	*KAISAR-I-HIND	Sept. 11	Sept. 18
NORE	Aug. 25	*MOOLTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 8	Oct. 15
NAMUR	Sept. 22	Through Steamer	Oct. 22	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 6	Nov. 18
NOVARA	Oct. 20	*MORHA	Nov. 19	Nov. 26
NORE	Nov. 3	Through Steamer	Dec. 3	Dec. 15
NYANZA	Nov. 17	*MONGOLIA	Dec. 17	Dec. 24

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
MALTA	TUESDAY, 15th August
NAMUR	SUNDAY, 27th August
SARDINIA	SATURDAY, 9th September

† Shanghai only.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO

AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave S'pore	Due at Marseilles	Due at London
	about	about	if calling about	about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years, or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

E. V. D. PABE,
Acting Superintendent.

NIPPON YUSEN KAISHA.**THE JAPAN MAIL STEAMSHIP CO.**

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	TONS	SAILING DATE
		AND DISPLACEMENT	
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	*ATSUTA MARU	18,000	THURSDAY, 10th Aug. at Noon
	*HITACHI MARU	35,000	THURSDAY, 24th Aug. at Noon
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	*KAMAKURA MARU	12,400	TUESDAY, 8th Aug. at 4 P.M.
	*YOKOHAMA MARU	12,500	WEDNESDAY, 30th Aug. at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, BANGALANG, THURSDAY ISLAND, TOWNVILLE and BRISBANE	*AKI MARU	13,500	TUESDAY, 15th Aug. at 11 A.M.
	*TANGO MARU	13,500	TUESDAY, 12th Sept. at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	*KIRIN MARU	8,000	FRIDAY, 18th Aug.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	*RANGOON MARU	8,000	WEDNESDAY, 23rd Aug.
SHANGHAI, KOBE and YOKOHAMA	*CEYLON MARU	10,000	TUESDAY, 8th Aug.
MOJI and KOBE	*YETOROFU MARU	8,000	FRIDAY, 11th Aug.
NAGASAKI, KOBE and YOKOHAMA	*TANGO MARU	13,500	FRIDAY, 11th Aug. at 4 P.M.
SHANGHAI, KOBE and YOKOHAMA	*MIYAZAKI MARU	16,000	TUESDAY, 8th Aug. at 10 A.M.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SINGAPORE, DURBAN, CAPE TOWN and SANTOS	*WAKASA MARU	Sails from Kobe Middle August
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† Wireless Telegraphy.

For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 92 and 93

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots	WED., 16th Aug. Noon.
*ANYO MARU	18,500—15 knots	TUES., 19th Sept. Noon.
*PERSIA MARU	9,000—14 knots	THURS., 21st Sept. 10.30 A.M.
TENYO MARU	22,000—21 knots	WED., 4th Oct., Noon.

† Via MANILA, Omitting Shanghai.

* Cargo only.

† Proceeding to South American Ports.

‡ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

BOUND THE WORLD TICKETS issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails
ANYO MARU 15,500—15 knots TUESDAY, 12th Sept.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGENT,
King's Building.

(212)

MESSAGERIES MARITIMES**FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE and YOKOHAMA	*A. BEHC	On or about 11th Aug.

For	STEAMER	To SAIL
MAHSEILES VIA HAIPHONG, HOUEWANG, TOURANE and SAIGON (Without Transshipment)	*ATHOS	On or about 8th Aug. On or about 28th Aug.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740

O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

* "CANADA MARU" ... FRIDAY, 18th Aug., at 3 P.M.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,

AND COLOMBO.

"SHINKOKU MARU" ... WEDNESDAY, 16th Aug., at 7 A.M.

JAVA LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA,

SAMARANG, AND BATAVIA

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO,

VIA SWATOW AND AMOY.

* "SOSHU MARU" ... WEDNESDAY, 16th Aug., at 9 A.M.

† Proceeding to Keelung via Swatow and Amoy.

‡ Proceeding to Anping and Takao.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER.

No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION (WITHOUT NOTICE).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th Sept.	On 27th Aug., 11 A.M.
EASTERN		On 4th Oct., 11 A.M.

All Steamers fitted with wireless phy. Telgra.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

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